

SILVER AND LEAD.

Silver, 55 1/2¢ per ounce.
Copper, 15 1/2¢ per pound.
Lead, A. S. & L. Co.'s price, \$2.90; New York exchange, \$2.85.

TWENTY-NINTH YEAR.

SALT LAKE CITY, UTAH: SUNDAY, SEPTEMBER 29, 1901--Twenty-Four Pages

WEATHER TODAY.

Forecast for Salt Lake.
Fair.

NUMBER 127

COLUMBIA WINS GRANDDEST
YACHT RACE EVER SAILED

Neck and Neck Contest in Which the American Crossed the Line Only 37 Seconds Ahead.

Magnificent Showing Made by the Superbly Handled Shamrock, Who Led the Way for Over Half the Distance.

Yacht.	Start.	Outer mark.	Finish.	Elapsed.	Corrected.
Shamrock	11:09:14	1:25:12	3:31:55	4:31:44	
Columbia	11:09:16	1:25:53	3:31:23	4:31:07	4:30:22

The next race will be over a triangular course ten miles to a leg and will be sailed next Tuesday.

Sir Thomas Lipton—It was a fair and square race, not a fluke, but it was not Shamrock's day. We want a breeze that will put the deck six inches under water, and then you will see a race. Be sure of one thing—I was licked fairly today.

E. D. Morgan—We beat them fairly although the wind conditions were not all that could have been desired. I will venture no predictions as to the outcome of future races. We have carefully avoided boasting, but shall put forth our best endeavors to keep the American's cup on this side of the Atlantic.

NEW YORK, Sept. 28.—In the closest and most soul-stirring race ever sailed for the America's cup, the white flyer Columbia today beat the British challenger over a triangular course of thirty nautical miles, by the narrow heart-breaking margin of thirty-seven seconds. As Lipton's latest aspirant for cup honors must allow the defender forty-three seconds on account of the extra square feet of canvas in her sail area, the official record under the rules gives her the victory by one minute and twenty-two seconds.

As a spectacle the contest was superb. From the time the sky-scraping yachts crossed the starting line until they fled across the finish line four and a half hours later, the result was in doubt and the excitement aboard the excursion fleet increased until men became frenzied and women almost hysterical.

So evenly matched were these two scientific racing machines that never after they started were the rival skippers out of each other's hail and more than three-quarters of the time they were so close that Charlie Barr, who had the tiller aboard the Columbia, could have tossed a biscuit to Captain Sycamore on the Shamrock. For miles as they beat their way to the outer mark the black shadow of Shamrock's huge cup top sail was painted on the big mainsail of the Columbia, and for an hour on the run home with the flyers flying like scared deer before the wind, they ran almost in a straight beam, as if they had been harnessed together.

The memory of the races between the Captains and the Puritan in 1851, Lord Dunsore's first Valkyrie and the Vigilant in 1853, which have been treasured by yachtsmen to this time, will be forgotten after the magnificent duel of today. It will live forever in the memory of those who witnessed it. In the years to come yachtsmen of two nations will recount the thrilling story of the celebrated first race between the Columbia and the Shamrock II sailed out of New York harbor in the first year of the new century.

Shamrock Stock Rises.
As a result of today's race, though faith in the Columbia still remains in the hearts of the patriots, all the experts admit that the British boat is the ablest sloop ever sent to sea. The waters to lift the 100 guinea cup, which the old schooner America brought across the Atlantic fifty years ago, and the superiority of American seamanship and American naval architecture as represented by the defender remains to be established.

The quality of a sailing ship is measured by her ability to carry her weight into an adverse wind and to hold her line mile after mile to windward today, the golden challenger gained thirty-seven seconds, while the Columbia, her lead was eaten up and the Columbia crossed the finish line exactly thirty-seven seconds before Shamrock.

It must be remembered, however, that the challenger had the weather gauge in the heat to the Columbia, and after the race that during the outward journey she had been sailed to absolute perfection, while before the race the American yacht not only showed a fleet pair of heels but, in the open of the shoals, was better handled.

Was an Ideal Day.
It was an ideal day for the race. The curtain of haze which had hung over bay and shore in the early morning had lifted, making the whole course visible to the thousands before the Long Island coast. The sun blazed from a speckless vault of blue and the fresh breeze, blowing straight from the Atlantic was strong enough to spill the foam out of the green sails and hurry long black ribbons of smoke shoreward from the stacks of the excursion fleet. The old salts who sniffed the air said the wind was the draught from the north, but the new bloods who were racing on the South Atlantic coast.

The big single stickers behind proudly puffing tugs had preceded the excursion fleet to the stake boat and had hoisted their largest light weather sails. Sir Thomas Lipton's private signal, a green shamrock in a yellow field, floated from the main truck of the British boat. And Mr. Morgan's colors, a Maltese cross in a field of black, floated from the after leech of the Columbia sail. Watson, the designer of the challenger, and Lipton, who is reputed to be the best sailmaker in the world, were aboard the gold boat. As the yacht passed out from behind the Hook, half a dozen black lines, lowered by hand, saluted them with ensigns and whistles.

Again today the course, east by south, carried the yachts along the Long Island shore, straight out to sea. The start was made at 11:09 a. m. and the yachts bounded away across the line like a couple of runaway horses, the challenger a length ahead and to windward.

Briton Outmaneuvers Yankee.
In the maneuvering before the start Captain Sycamore had given the wily Yankee skipper a genuine surprise, returning a floating salute to the British by receiving on Thursday. Just when Barr thought he had him under his lee, the Englishman suddenly changed his headway and then tuffed under the Columbia's stern into the weather berth. This victory for Shamrock at the very first of the race, the Columbia could not

overcome in the long beat to windward. The two big yachts were an inspiring sight to the spectators as they plunged seaward, pounding great fountains of spray from their bows and drenching the crews lined up along the weather rail. They heeled to the wind until their lee rails were awash in the swirling, bubbling seas, and from the windward side they showed yards of their bronze under bores.

Neck and neck, tack and tack, they raced like a team of horses. Dismay began to be written on the faces of the patriots as Barr tried once, twice and finally a third time to cross the bow of the foreigner, only to be forced around each time by the lean golden muzzle of the Britisher. Visions of the dear old cup that means the yachting supremacy of the world vanishing across the waters danced before their eyes.

On and on they flew, turning twin wings of foam from their bows, and Columbia seemingly falling back rather than gaining. The hearts of the patriots sank lower and lower. As the yachts got farther out the swells lengthened, and the white flyer seemed to labor more heavily in the long waves. Just after passing Long Beach hotel, with its verandas and windows filled with people, the old City of Paris, now the Philadelphia, of the American line, came foaming in from the east with a bone in her teeth. She headed slightly to the northward between the races and there, in order not to impede them with her wash, and went by like an express train, dipping her flag in salute. Her passengers and crew lined her rail for a sight of the exciting spectacle until she was far down to port.

Ocean Becomes Rough.
The seas in the excursion fleet at this time were rolling back. Many of the spectators were forced to the exclusion of their cabins and many were kept on the deck. When the races were formed a crescent about the stake boat as the yachts rounded the outer mark, but it was a doleful sight. As Shamrock wore around with her spinnaker pole to starboard line a lance, the big steam yacht Erin, with the "bloody hand of Ulster" in the Royal Ulster yacht club ensign at her staff rail, opened her whistle long and loud. It was the first time Sir Thomas Lipton's boat of victory, and he and his party probably enjoyed it to the full.

The Yankee skippers were too polite not to pull their whistle cords, but the toots were not loud nor long, and the bands did not play "Columbia, the City of the Clouds." But when the races had spread their wings, spinnaker matching mainsail and balloon jibers drawing forward, and the white flyer dropping spirits began to rise, and when the yachts rounded the outer mark half way home, the bands began to play and the people raised a cheer.

As they approached the finish line, Columbia leading by half a dozen lengths, all the pent up enthusiasm burst forth. About a quarter of a mile before the finish the cheering was deafening and the white steam jets made it look as if every ship in the fleet had broken her bows.

It Was Columbia's Race.
Suddenly, as the Columbia lurched off and got her wind clear, she forged ahead and came tearing down like mad. As she crossed the finish line the whole excitement broke out again with redoubled energy. Every Yankee skipper grabbed his whistle cord and blew a terrific noise and din. Sirens wailed and the white steam jets made it look as if every ship in the fleet had broken her bows.

The Corsair, J. P. Morgan's steam yacht, threw her power into smoke and speed, and came tearing down like mad. As she crossed the finish line the whole excitement broke out again with redoubled energy. Every Yankee skipper grabbed his whistle cord and blew a terrific noise and din. Sirens wailed and the white steam jets made it look as if every ship in the fleet had broken her bows.

Lipton Still Hopeful.
When it was all over, Sir Thomas Lipton showed himself the thorough sportsman. He said, "I was not disappointed. Well, he said, as he stood on the deck of the Erin, "that's one dot against us. But in my own heart I am just as hopeful as I was this morning. I feel that if I only have a wind I am all right. It was a fair and square race, not a fluke, but it was not Shamrock's day. We want a breeze that will put the deck six inches under water, and then you will see a race. Be sure of one thing—I was licked fairly today."

Captain Bob Wringe, who was on the bridge of the Erin at Sir Thomas Lipton's elbow, said: "If we get a fresh breeze, we will see a race. Be sure of one thing—I was licked fairly today."

(Continued on page 7.)



THE SOUL OF THE ANARCHIST.

(A Study Suggested by Czolgosz' Collapse.)

MUST DIE OR WED BRIGAND COL. JACK HAVERLY IS DEAD

Fate in Store for Miss Helen M. Stone, the American Missionary, Unless a Ransom of \$100,000 is Paid to Her Bulgarian Outlaw Captors.

Former King of Minstrel World Expires at St Mark's Hospital, This City—Wife and Daughter Were at His Bedside—His Eventful Career.

WILL RESIST DEMAND.

American Board of Missionaries Will Not Ransom Miss Stone.

Boston, Sept. 28.—The American board of commissioners of foreign missions will resist the demand of \$100,000 ransom for the release of Miss Helen M. Stone of Chelsea, Mass., the American missionary now held "by Bulgarian brigands."

When shown a statement by Dr. Cregan, New York secretary of the board that the ransom would be a dangerous precedent, the Rev. Judson Smith, the secretary of the board, expressed his hearty approbation. "The board would never consider such a proposition," he said. "The rescue of Miss Stone is in the hands of the government. We have had missionaries in Turkey for two generations, but never a case like this. Should we offer a ransom, missionaries would never be safe from capture."

GOVERNMENT IS HELPLESS.
Has No Power to Expel Any Enemy for Ransom.

Washington, Sept. 28.—This statement was made today touching the case of Miss Stone, the American missionary kidnapped by Bulgarian brigands.

The department of state will do everything within its international and legal powers to relieve the situation. The limitations upon the department's activities indicated in the above statement are that the department has no power of law for the expenditure of a single cent of money from the United States treasury for ransom and the inference is that the department's action, if indeed, any is taken, will be along diplomatic lines, tending to induce the Bulgarian Turkish governments to undertake to release the captive.

CARNEGIE SPENDS \$1,000,000 FOR
ORGANS FOR CHURCHES IN SCOTLAND

New York, Sept. 28.—Home from Scotland after spending the summer as the guest of Andrew Carnegie at Skibo castle, the Rev. Donald Sage Mackay, pastor of the Fifth avenue Collegiate church, in an interview, told of the development of Mr. Carnegie's philanthropic plans, of his intention to return to the United States and of Mrs. Carnegie's co-operation with her husband in disposing of the great Carnegie fortune.

Mr. Carnegie is a very busy man. His latest benefaction was to provide the churches of Scotland with organs. Thus far, his secretary told me, orders have been given for 350 instruments, ranging in value from \$1,500 to \$3,500 each, so that nearly \$1,000,000 must have been expended in this way. Mr. Carnegie is fond of music, and although his munificence threatens the popularity of the bagpipe, I believe the organs will do much to soften the austerity of the Scotch service.

"Mrs. Carnegie has entered heart and soul into her husband's plans. Mr. Carnegie's secretary told me, orders have been given for 350 instruments, ranging in value from \$1,500 to \$3,500 each, so that nearly \$1,000,000 must have been expended in this way. Mr. Carnegie is fond of music, and although his munificence threatens the popularity of the bagpipe, I believe the organs will do much to soften the austerity of the Scotch service."

Appointed by Roosevelt.
Washington, Sept. 28.—The president has made the following appointments: State-George N. Dale of Vermont, United States consul at Santiago, Quebec, Canada.
War-Lucian Scott Breckenridge, second lieutenant artillery corps.



COLONEL JACK HAVERLY.

Colonel J. H. HAVERLY, at one time the minstrel magnate of America, passed to his eternal rest at 2:45 yesterday afternoon at St. Mark's hospital. His death was due to typhoid fever, complicated with heart trouble, and for more than five weeks the affliction had been upon him. It was a grievous shock to those nearest him, for in the past several weeks the physicians at his bedside have held out hope, and it was eagerly seized upon by the loving wife, who attended him in his dying hours. None of his friends thought the end so near. In spite of his illness, he seemed to have made a strong fight against death and conquered, and the family, as well as the veteran himself, were in good spirits over the prospect of his complete recovery.

Two days ago, however, it became apparent that Colonel Haverly was sinking, and Mrs. Haverly watched the approaching end with tear-dimmed eyes until it came. John H. Haverly was 60 years of age at the time of his death. He was born in New York and entered upon his career as a showman in 1881, when he was but 19 years of age. His career from beginning to end was one of ups and downs. Almost his entire life was spent in the show business, and he himself is authority for the statement that he made seven fortunes in the show business that were lost in speculation and mining. It the latter part of July last he came to Salt Lake to engage

TELLS OF BOMBARDMENT
OF SPANISH SHIP COLON

Captain McCalla Says That All the Shots Fired by the American Vessels Fell Short.

Declares Also That Coaling Could Have Been Accomplished Off Santiago—Mr. Hanna Apologizes to Schley.

Washington, Sept. 28.—In the Schley court of inquiry today Captain McCalla of the Marblehead continued his testimony, which was begun yesterday, and the court heard the testimony of Lieutenant Commander W. H. Southard, who commanded the Eagle during the Spanish war, and also that of Lieutenant Cassius E. Barnes. The latter is a cipher expert in the navy department, and his evidence was devoted to showing that the dispatch from Commodore Schley to the department of May 23, 1898, saying that he could not, much to his regret, obey the orders of the department, as printed in the official reports, was a correct translation of the message as forwarded from the Harvard at Kingston.

Commander Southard explained the condition of the Eagle during the campaign, and told of the part that vessel played. He said the slow progress made in the cruise to Santiago was due to the fact that the vessel was one-third full of water. He also told of signaling the Scorpion to inform Commodore Schley that the Spanish squadron was not in the harbor at Cienfuegos. Captain McCalla said that he had suggested to Schley after the battle off Santiago that there was glory enough in the victory for all.

Mr. Stuyton did not press his request to be allowed to appear as counsel for his use of the term "coaling" in yesterday's proceedings as applied to Admiral Schley. He said: "I should like to say a word in explanation of one word which I used in the records. I learned to my surprise from an examination of the records that the word 'coaling' was in referring to the distinguished officer who has asked for the court of inquiry. I wish to state that I was not aware that I had used that expression until this morning. It was used in the rapidity of debate and simply for the reason of experience it is the word generally employed in such cases."

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"Before this court of inquiry began the judges of any kind of naval or military matter we should call to mind that I have employed a word which would imply any such reflection."

When Captain McCalla took the witness stand Mr. Hanna asked: "Were any shots assigned to the duty of engaging the batteries on the morning of May 31, 1898, or during that day or to the duty of enfilading the batteries?"

"None that I know of," he replied. "There are any number of other obstacles of any kind that prevent battleships from approaching the mouth of the harbor of Santiago sufficiently close to be within effective range of the Colon."

Captain Parker objected to the question, but the court refused to sustain the objection and the question was repeated.

Were No Obstacles.
Captain McCalla replied: "None that I know of. The only shot I knew of was the shot on the evening side of the channel, opposite the Morro."

"Did the battleships go within range of the Colon?"

"Not of my observation."

"Were you so situated as to observe the fall of shots from the fleet?"

"I was."

"What did you see?"

"I think I saw every shot fired. They all fell short that I saw. One very nearly reached the Colon."

The witness said that the American ships engaged in the Colon bombardment steamed in a distance of about two miles.

Captain McCalla testified at some length concerning the weather and the sea on May 26 and 27. He said there was no difficulty in coaling on the 27th, the sea was smooth.

The witness said that he had been present during a conference of commanding officers on the morning of May 28, 1898, at which time the fleet was off Santiago on May 24. Describing what took place he said:

"The commanding officers were ordered on board the Brooklyn on May 29. It was with regard to the work of blockade. In can only remember one specific thing which took place at the close, and that was that Captain Evans asked Commodore Schley if the Spanish ships came out if he was going in."

"I said, 'I am going in,' and then arranged for a substitute division of fire from the ships under his command on the ships should they come out."

Mr. Hanna—Prior to that conference of May 29 had you at any time received definite instructions respecting the order of battle or the tactics to be followed by the fleet should follow in case the Spanish vessels should suddenly appear?"

"Do not remember."

"Did you have any further conversation with Commodore Schley?"

Feared a Controversy.
"I had a conversation with him in his cabin after the battle of Santiago, about July 5, in Guantanamo bay. I went on board, making an official call to pay my respects, and during the visit Commodore Schley read me what I understood to be a part of his official report of the battle. After he had finished, I said: 'Commodore, you remember that after the battle of Lake Erie there was an unfortunate controversy, and I hope there will be none after the battle of Santiago, because there was glory enough for everybody.'"

(Continued on page 3.)

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